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manceuvres and tactical problems, under conditions resembling as nearly as possible those of actual war", he would not have spent ten hours in carrying a position, with a preponderance in infantry of ten to one, and in artillery of four pieces to none, over the enemy. The artillery supporting the attack was but a fourth of the force accompanying the expedition. Being short of ammunition before the action commenced, it fired only intermittently; and with black powder at that.

The battle of San Juan was little else than an outpost affair. The Spanish forces actually engaged numbered about 1,200 officers and men. Practically all the fighting, says the author, was done by the first line, which consisted of about 521 officers and men. The American forces actually engaged numbered about 8,400 officers and men.

Las Guasimas was a rear-guard action in which the Spaniards numbered 1,500 and the American 964. "The records show", says Captain Sargent, "that the Spanish general had no intention of making a determined stand there. . . . It is clear now that if General Wheeler had not pushed forward so hurriedly from Siboney, no engagement would have taken place at Las Guasimas. . . . But at the time, it appeared to the Americans that the Spaniards at Las Guasimas were very anxious to maintain their position; and the fact that they were apparently driven back after two or three hours of determined fighting greatly encouraged the American troops."

Captain Sargent is the author of a history of *Napoleon Bonaparte's First Campaign* and of *The Campaign of Marengo*. The distinction which he has justly earned from these works is likely to be enhanced by the popular appreciation in store for *The Campaign of Santiago de Cuba*.

JOHN BIGELOW, JR.

History of the Canal System of the State of New York, together with Brief Histories of the Canals of the United States and Canada. In two volumes. [Supplement to the Annual Report of the State Engineer and Surveyor, 1905.] By NOBLE E. WHITFORD, Resident Engineer. (Albany: State Legislative Printer. 1906. Pp. viii, 1025; vi, 1029-1547.)

THE author has here presented a voluminous history of the canal system of New York. The text is based largely upon canal reports and assembly documents. The authorities have manifestly been very closely followed—too closely at times for the best results. The unceasing quotation in great length from the opinions of engineers, auditors and governors, and the annalistic form rather weary and confuse the reader. However, the work is probably what the author would claim it to be—a documentary history of the building, enlarging and improving of the canals from the beginning to the recent decision for a barge canal system. The fact that the author is an engineer determines that great attention has been given to the minutiae of canal improvement

from the engineer's view-point. That portion of the work which is devoted to the various official experiments and the prizes offered for private demonstrations upon different forms of mechanical propulsion for canal boats and improvements in lockage devices, constitutes by itself an important contribution to existing literature on the subject. To the students of transportation, the competitive struggle of the state canals and private railroad undertakings and the methods employed by the state to protect its property in the unequal contest, are of exceptional value. New York went into the canal business with the expectation that it would pay in revenue returns, and when it saw these shrinking before railroad competition it forced the latter to reimburse the treasury for the losses. Railroads were required to pay to the canal fund the same tolls as were charged by the Erie Canal. The legislature did not remove the protective tax until 1851 and then only after a long legislative fight between the interested parties. Another important element of canal policy in New York which has been emphasized was the gradual growth of a toll-free list carried by the canals. This culminated in the constitutional amendment which took effect January 1, 1883, prohibiting all tolls. From that date the state ceased to derive any revenue from its canals. That is, to save an expensive canal system the state made them free highways. The Erie Canal unlike a great many others seems to have been a good financial undertaking for the state of New York (I. 837).

One chapter treats of the economic and social influence of the Erie Canal. Elaborate statistical tables from which the author deduces his conclusions are published in the appendix. "Literal precision" in the conclusions upon the influence of canals is very properly disavowed. At times there seems to be a tendency to disregard other forces than the canals in effecting the distribution of population and the development of land values and business interests. It is a complex and difficult problem to estimate the relative influence of causes in the rapid development of a new territory. It must be said, however, that the author's conclusions are very moderate and sane. The first volume ends with a chronological résumé of important laws and events connected with the canal system. The second volume is a miscellany of statistical tables and diagrams of canal structures of interest to engineers, biographical sketches of canal engineers of no more than local interest and passing value, a bibliography, and historical sketches of canals in other parts of the world. The portion of the latter that is devoted to canals in the United States contains many errors. For the canals outside of the United States, selections from Mr. O. P. Austin's *Great Canals of the World*, published in the *Summary of Commerce and Finance*, U. S. Treasury Department, May, 1902, are reprinted by permission. The bibliographical list of canal literature in the New York State Library and the New York Law Library is excellent for completeness, practical arrangement and useful explanatory notes.

If the author had seen fit to condense, sift and correlate his material more thoroughly with reference to certain larger aspects of the subject in state policies, the work would appeal with greater force to scholars. As it is it is worth the doing. The whole is so well indexed that the reader can easily discover the subjects of special interest.

ELBERT JAY BENTON.

MINOR NOTICES

History of the Langobards, By Paul the Deacon. Translated by William Dudley Foulke, LL.D. (New York, Longmans, Green and Company, 1907, pp. xliii, 437.) This is volume III. of the new series of translations and reprints published by the University of Pennsylvania. A translation of the *History of the Franks* by Gregory of Tours also is announced, so that this series is evidently to include translations of whole chronicles.

The volume in hand contains a complete translation of the *Historia Langobardorum*, with an introduction on the life and writings of Paul the Deacon, and three appendixes (Ethnological Status of the Langobards, Sources of Paul's History, and Paul the Deacon's Poems in Honor of St. Benedict). Appendix II. includes a translation of the *Origo Gentis Langobardorum*; the poems in appendix III. are those inserted by Paul in the text of the history, book I., chapter xxvi.

Mr. Foulke's translation is correct, but rather commonplace. It is of course easier to make such a criticism than it is to establish within the limits of a brief review the justice of it, or to show how the fault criticized should be avoided. It does seem, however, that the translator has been content with producing a literal rendering of the Latin, when the search for real English equivalents and for happier turns of expression might have resulted in the production of a translation at once accurate and pleasing.

There are a great many foot-notes to the translation. The longer notes (some of them cover four or five pages with only one line of the translation on each page) are very largely made up of paraphrases of the authorities consulted, always, to be sure, with references to the sources from which they are taken.

This is true also of the introduction and the first two appendixes—they are mainly paraphrases of the work of the principal authorities on the Lombards and on the writings of Paul the Deacon. The result is that they do not have the tone and the interest of original work.

When all is said and done, however, Mr. Foulke has presented an accurate translation (the first one in English) of this important source, and has supplied it with very full "apparatus". This is to render a genuine service to teachers and students of medieval history.

E. H. McNEAL.